

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, March, 1904)

GENTLENESS

Teamsters' General Secretary E. L. Turley received a heart-warming letter from the secretary-treasurer of the Hotel and Restaurant Employees' International Alliance which is a testimonial to Teamster pride in workmanship. He wrote:

"As is my usual custom, I go home to dinner every day; some people call it lunch, who perhaps have a little more money than the writer... This necessitates riding on the street cars, and I have had two experiences recently that I believe you should be made acquainted with...

"We have had considerable snow in Cincinnati and a little rain, which has left our streets in an almost impassable condition, especially for horses with smooth shoes.



"One of the drivers in turning out from the railway track was unfortunate enough to have both horses fall. I noticed the Teamster button on his cap and naturally was an interested spectator. Instead of what I had been accustomed to seeing-the driver get off and whip and kick-he immediately unloosed the harness, patted both horses, and in as gentle a manner as I have ever had the pleasure of witnessing, treated both animals with extreme gentleness, with the result that in a very few moments the horses were on their feet, and, strange to say, men who perhaps are occupied at work that does not require calloused hands, really, in a practical sense, put their shoulders to the wheel and aided the driver to get off of the track.

"One old gentleman remarked to the driver, 'Young man, you are an exception. I shall certainly report to your employer that you are entitled to his serious consideration.'

"The driver smiled and thanked the old gentleman and, putting his hand to his Teamster button—and, by the way, it was a current month button—in his own way stated that that button represented that kind of treatment to the dumb animal.

"Now, Brother Turley, this is the second time that this event has transpired, and I know you will be pleased with comment made by men who seldom appreciate gentleness toward the dumb animal.

"The point occurred to me that if the team drivers were to make it their aim, they could, just by this gentleness mentioned, obtain a support from the public that could never be wrested from them."

NO MOVEMENTS AFOOT

The two big rival unions of Teamsters had been amalgamated into the International Union at a convention at Niagara Falls, N. Y., the previous year. A tale, unverified, came out of that meeting which the Journal enjoyed repeating:

It seems that one of the delegates was recognized and began to speak in a loud voice.

"Mr. Chairman and gentlemen, there is a movement on foot, there is a powerful movement on foot . . ."

The delegate paused. He had forgotten his speech.

"There is a movement on foot . . ."

"Mr. Chairman," interrupted a delegate, "the gentleman is out of order. Coxeyites (i. e., referring to Coxey's famous "army") may be identified with movements on foot, but we Teamsters are interested in movements on wheels."

The resulting laughter gave the speaker a few moments to reshuffle his notes, and he launched redfaced into a talk on the value of amalgamation.

THE RIGHT TO WORK

It seems the hypocritical phrase "right to work", which plagues Labor today, was an issue of 1903 as well.

The TEAMSTERS' JOURNAL of 1903 pointed out:

"A man has the right to work, but when it comes to the right to decide upon the terms and the conditions of employment, then his right is largely dependent upon his employer's ideas of service rules."

THE OPEN STABLE

Fifty years ago, Teamsters were striving to negotiate contracts with their employers which called for a "closed stable" ... what we refer to today as the closed shop. Even during that early period of

trade unionism, much of management did not understand and appreciate the importance of this clause in a union contract.

The TEAMSTERS' MAGAZINE of March, 1904, published an article from the "Team Owners' Review," a paper printed in Pittsburgh by private individuals, which shows this distorted viewpoint. (The editor of our official journal pointed out to his readers that the opinions expressed were not the official opinions of the Team Owners Association.)

Here is an excerpt:

"Many of our friends have written to us and asked us for our opinion as to whether we believe it advisable for any team owner to sign an agreement which contains the clause: 'Party of the first part agrees to employ none but union drivers.' In reply to this, we would say most emphatically and without any reservation. 'We would not.'



"This clause of coercive unionism is an admission of the very weakness of the argument of labor unions, because it acknowledges an incompleteness in its ranks.

"We would advise the team owners to guard their inalienable rights and privileges of proprietorship with unremitting jealousy and leave all unionism severely alone until the labor unions are ready to stand or fall on their own merits."

The editor of our official magazine answered the charges of the reactionary "Team Owners' Review," point by point, and, in conclusion, he stated: "We do not believe the team owners of the larger cities take the "Team Owners' Review" seriously. They have the closed stable, and they know it is, and they very seldom object to it."

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Statement by President Beck Cites
Shortcomings in Administration's
Proposals for Taft-Hartley Changes

FOUR MAJOR FLAWS ARE SPOTLIGHTED

A SERIES of four major objections and five collateral criticisms of the Administrations proposed revision of the Taft-Hartley law was set forth in a strong statement by General President Dave Beck before the Senate Committee on Labor and Public Welfare last month.

Expressing the reaction of the International Brotherhood of Teamsters as "one of great disappointment" in the proposed changes, President Beck offered detailed particulars on four major problems problems affecting the Teamsters:

- 1. Union security.
- 2. Owner-operator problem.
- 3. Picketing problem.
- 4. Seasonal workers.

FIVE POINTS DISCUSSED

In addition to discussion on these four problems the General President also referred to other aspects of S. 2650, the bill sponsored by Senator H. Alexander Smith (Rep., N. J.) which incorporates the 14 points in President Eisenhower's special message on labor law revision. A summary of the President's message was published in last month's issue of The International Teamster. Mr. Beck commented on five other aspects of the revision proposals:

- 1. "Emergencies" as interpreted by state authorities.
- 2. Government-conducted strike vote proposal.
 - 3. Secondary boycott change.
 - 4. Free speech proposal.
 - 5. Economic strikers.

At the outset of his discussion Mr.

Beck said that "No single labor organization has felt the impact of the Taft-Hartley Act more fully" than the Teamsters. He pointed out that members drive trucks across state lines and are constantly involved in interstate commerce and that they often find themselves involved, whether they like it or not, in labor disputes not of their own making. Before detailing objections to the Smith bill as it affects the Teamsters, the General President said that he endorsed fully the position taken by the American Federation of Labor. He added that he wanted to give the committee benefit of information on how the revision proposals affect the Teamsters. After saying that the proposed changes which were of constructive nature were so hedged and qualified as to accomplish no substantial reform, the Teamster head warned that the Smith bill contains some "extremely dangerous potentialities."

UNION SECURITY. Mr. Beck pointed out that Congress has enacted legislation amending the Railway Labor Act permitting uniform union-security agreements in the railway industry, regardless of state laws, but no such step is taken in the Smith bill in a way affecting the motor freight industry. section in the revision giving the states a free hand to regulate unionsecurity agreements provided the regulations are more restrictive than Taft-Hartley results in a situation in which ". . . it is impossible to negotiate and enforce union-security agreements covering employees whose routes take them through one or more of the anti-union-shop states."

OWNER-OPERATORS. The General President pointed out the need of rewriting the definition of "independent contractor" so that the problem of the owner-operator might be satisfactorily met. Some trucking interests, he pointed out, "have sought to divest themselves of the employer-employee relationship by a leasing or purported sale arrangement under which employees obtained nominal ownership of the truck." This arrangement, it is claimed, makes these employees "independent contractors" and operates to eliminate them from the protections of the Act, and relieves their employers of the duty of collective bargaining even though these independent contractors perform exactly the same services as they did prior to the leasing or selling arrangement."

STRESSES PICKETING RIGHTS

PICKETING. The Teamster General President recommended that there be inserted in the Smith bill more specific language "making it perfectly clear that all primary picketing directed against a primary employer, wherever he may be engaged in doing business, is protected."

Elimination of the mandatory injunction proposal does not go far enough to give adequate protection, it was said. The general counsel of the National Labor Relations Board "is still empowered to obtain temporary relief without effective preliminary screening by the Board to determine whether a violation of the Act may in fact be involved, so that all the evils of the temporary injunction process which adjudicates the merits and disposes of the dispute without adequate consideration of all the facts and law involved, still remain."

The proposal to establish a panel of citizens to mediate a dispute in cases where a temporary injunction has been granted would prolong, not shorten a dispute, the Teamster president warned.

SEASONAL WORKERS. Mr. Beck referred to the proposal of a pre-hire pre-election contract and

said considerable relief to casual workers would be afforded, but he noted that such relief would be forth-coming only in states which have not passed anti-union-security laws. In these states the suggested change would be absolutely of no avail. Mr. Beck pointed out again the necessity for Federal preexemption in all fields of collective bargaining where interstate commerce is affected.

Referring specifically to the canning industry the Teamster recommendation "suggested that the qualification contained in the Smith proposal of an average period of continuous employment of less than 30 days be lengthened to a period of 50 days so as to meet the practicalities of the canning situation where in many instances the average period may be just over 30 days."

"STATES RIGHTS"

After giving the above four proposals Mr. Beck went into further detail on other aspects of the Eisenhower recommendations which affect labor generally as well as Teamsters should the revisions become law.

"EMERGENCIES." One of the most objectionable proposals was pointed out as that one permitting states to pass whatever labor legislation which they may desire to protect their citizens "during emergencies resulting from labor disputes." "We oppose this provision with all the vigor at our command," said Mr. Beck, pointing out the fact that during the last 10 years more than 30 states have attempted to write their own laws, either through legislation or through court decisions in the precise field covered by Taft-Hartley.

"It has been almost impossible," said Beck, "for the truckdriver operating in interstate commerce to know at any given time his legal rights and duties when these rights and duties may vary several times in the course of a single day depending on the particular state in which the driver may be driving at the time . . . it has greatly complicated and disrupted the process of collective bargaining."

It was pointed out that the Smith bill has no guide as to what an "emergency" may be and Mr. Beck said that the phrase may be applied to any type of work stoppage, regardless of the merits of the dispute concerning which a hostile court can imagine or conjure any possible injury to the public even though it may be merely the loss of employment occasioned by a legitimate strike and ". . . in the field of transportation it would be easy for a prejudiced state judge to find an excuse for declaring an emergency." Such lack of definition or restriction affords "endless opportunity for the gravest of abuses," the statement said.

GOVERNMENT-CONDUCTED STRIKE VOTE. This proposal was opposed as a matter of principle and characterized as "a dangerous and wholly unnecessary invasion of Government into the internal affairs of unions.

"We feel," said the Teamster president, "that it is no more the function of the Government thus to interfere with the democratic administration of a union's affairs than it would be the function of the Government to similarly interfere with the business of an employer who may be engaged in a labor dispute by requiring stockholders to vote on whether to settle a strike or engage in a lockout."

SECONDARY BOYCOTTS. The secondary boycott revision would relent on secondary picketing at the construction site in an economic strike situation, but would not be helpful in efforts to obtain recognition or representation rights. Mr. Beck saw in the language of the Smith bill the potential for an even stricter construction of the rights of picketing than now prevails with the possibility of imperilling the pri-

mary situs and the ambulatory situs picketing doctrine now applicable. Mr. Beck concluded this section's discussion by calling attention to the fact that "... the relaxation at best is only a very limited one and leaves entirely untouched the quite reasonable request of organized labor that their members be permitted to refuse to work or handle struck work or work produced under substandard conditions."

FREE SPEECH. Revision in this respect would afford opportunity for abuse and the proposal "can only be regarded as something designed to give the anti-union employer additional means for countering attempts by unions to organize his employees." Mr. Beck referred to the practice of employers to use their workers as a captive audience and pointed out that under a recent ruling the NLRB "cannot set aside representation elections in situations where employees involved are forced by their employer to assemble in captive audiences and are then obliged to listen to harangues and diatribes against the union on the eve of the election."

ECONOMIC STRIKERS. The amendment on alleviation of the harshness of disenfranchising economic strikers were described as one which still contains union-busting potentialities and was acceptable only on the theory that "half a cake is better than none."

Mr. Beck closed his statement by repeating that the Teamsters stood solidly behind the recommendations on changes advanced by the American Federation of Labor in testimony before the Senate Committee.

Supervised Strike Proposal

"We are opposed, as a matter of principle, to the proposal that the Government conduct strike votes among union members before a strike is started or sometime thereafter. This proposal constitutes a dangerous and wholly unnecessary invasion of Government into the internal operations of unions. As a matter of fact, the Teamster Brotherhood requires, by its constitution, that a strike vote be conducted among the members who are affected, and imposes other conditions and qualifications upon the right to strike. However, such qualifications are voluntarily assumed by the members themselves in writing their constitution."—From the statement submitted by General President Dave Beck to the Senate Committee on Labor and Public Welfare, February 5, 1954.



THE "wetback" menace continues to be a threat to national security, a weapon levelled at American wage and working standards by large employers of cheap labor in the South and Southwest and a social and health danger to the area affected.

"Wetback" is the name given Mexican illegal entrants who cross the Rio Grande River forming the border between Mexico and the United States from the Gulf of Mexico to California.

The explosive wetback question erupted on the front pages of the nation's newspapers and caused a major controversy in Congress last month in a bitter battle over the problem of bringing in cheap farm labor from Mexico. Principal events in the problem, heavily charged with political, security and economic dynamite, were:

1. An end of the agreement between the U. S. and Mexico in mid-January whereby thousands of legal Mexicans were brought into this country to work on farms, ranches, fields and orchards of the South, Southwest and West.

- 2. Action by the United States Government to bring in cheap Mexican labor in the face of growing unemployment.
- 3. Shocking revelations by the Immigration and Naturalization Service that more than 100 Communists a day are coming across the sparsely patrolled border.
- 4. Blasts by the American Federation of Labor, the Congress of Industrial Organizations and others including the International Brotherhood of Teamsters revealing shameful conditions in farm labor which threaten job security, wage and working conditions and comprise serious menaces to health and safety in the areas affected. Labor groups made concrete proposals to Congress on ways and means of coping with the wetback situation.
- 5. Efforts by the Department of Labor in support of a congressional resolution which would allow uni-

THE WETBACK MENACE

lateral (one-way) action in recruiting labor.

6. Continued pressure by large farmers, ranchers and growers associations for cheap labor.

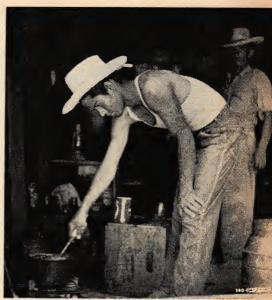
The United States and Mexico have had an agreement whereby needed imported labor would be recruited jointly. The agreement also contained certain guarantees of wages and conditions. On January 15, 1954, this agreement expired. Mexico refused to renew unless the pact provided for minimum guarantees of wages and conditions of work. Since the expiration of the agreement the Department of Labor through its field force has been recruiting at the border farm labor. Charges were made last month before the House Agriculture Committee that the Labor Department has been engaged in hiring wetbacks—some who had come into the country illegally and have been picked up by Labor Department field forces and turned over to large growers. A "spirit of irresponsibility" was charged against Government departments in their handling of the Mexican labor problems.

Evidence was also submitted to the committee that the need for imported farm help is greatly exaggerated—a "prefabricated dilemma" one witness called it. An American Federation of Labor representative, Walter J. Mason of the legislative department of the Federation, warned the committee that there ". . . is not the slightest shred of evidence that emergency action of the kind that has already been taken is needed. There is no urgent immediate demand for recruitment of workers from Mexico. On the con-

(Continued on page 14)



COVERED HOLES serve as homes for wetbacks on one farm along the Rio Grande. With no sanitation facilities, no running water, these "hell-holes" are little more than disease breeding troughs.



KITCHEN FACILITIES usually consist of an iron pot, a spoon or two and a few tin cans.



INTERIOR VIEW of dungeon-like cave shows a dark, dirty and dismal mode of existence.

WETBACK HOUSING: FILTHY HELL-HOLES OF DIRT, DISEASE, MISERY

Wetback housing is an index to the status of these illegal workers who come into the country without guarantees or protections. The photographs shown on these pages speak more eloquently than words in describing the conditions found in the wetback country of the Southwest.

A recent report of a state federation of labor said that conditions prevail today in much the same measure as they did when University of Texas investigators made on-the-spot studies and declared, "without exaggeration that almost all (shelters provided for wetbacks) are small, bare, dark, untidy, and under-furnished and overcrowded." Some of the huts visited by the University of Texas experts are in use and have been described as "dirtier, more rundown, more dilapidated" than ever.

Lack of basic sanitary facilities results in serious health perils. Failure to have protection from the elements and even the most rudimentary comforts makes for living in a state which is scarcely above that of animals and far less than of well-cared-for livestock on the average American farm. The improvised shacks do not deserve the name "housing" and the conditions breed disease and discomfort and discontent.



BOTH SICK, a mother and her child share the floor of a wetback cave. Boxes at right serve as "chairs."



SOME IMPROVEMENT over caves, this shack for wetbacks has no door and the windows are screenless.

THE WETBACK MENACE (Continued)



ROAD BLOCK of Border Patrol netted these youngsters en route to "jobs" on farm. Time of capture: 5 a. m.

CHILDREN MOST TRAGIC OF VICTIMS

ONE of the saddest chapters in the miserable saga of the wetbacks is found in the impact on the children of the illegal immigrant families. Children of all ages are brought in by Mexicans. Those old enough to help have to work in the fields and those too young to work too often have to shift for themselves around the unsanitary surroundings which the wetbacks call "home."

Health surveys in the areas using wetbacks extensively reveal a shocking increase in the rates of tuberculosis, venereal disease and dysentery. The rate of infantile diseases, particularly diarrhea is especially high.

Children of wetbacks often start life under a serious handicap, for expectant mothers are so ill-nourished that children are brought into the world without the heritage of health and stamina children born in America deserve.

Pre-school children play in filth, have unsanitary drinking water and inadequate diet. Education is a hit or miss proposition and with children of these migrants growing up without the minimum standards of either health or learning. The handicaps of environment and education are being reflected in higher disease and illiteracy rates among the wetback families.



SICK CHILD naps on ground outside wetback family's shack. Cloth keeps swarms of flies from her head. According to photographer, the child already was seriously ill. What are chances of improvement under these conditions?



FOR SMILELESS children of wetbacks, only toys are sticks or pieces of junk they find.



WHAT'S AHEAD? Weight of the wetback problem registers on the faces of this young family.



BEWILDERED GIRL cares for her baby brother, whose bloated stomach is sign of malnutrition.



MEXICAN NATIONALS, the women carrying babies in arms, flee back to Mexico side as Border Patrol arrives. They will wait on Mexican soil until federal patrol departs, then return to U. S. side and the mud huts and disease which are trademarks of the wetback problem.

100 COMMUNISTS A DAY INVADE U. S. BY WETBACK ROUTE!

THE 2000-mile long Mexican border is virtually an open gate for Communists to come into the United States. The Department of Justice has issued a sharp warning to Congress on the "easy entry" of aliens from the South. More than 100 Communists, present or past, a day are coming into the U. S. via the wetback route, says the Immigration & Naturalization Service.

So great are the pressures from large farming interests to get wetback labor that security screening on the border has virtually become a joke, according to evidence before congressional committees. One witness described seeing a group of five wet-

backs "processed" in the Border Patrol Office at Calexico in exactly seven minutes—and this processing included so-called security tests. Ordinarily security tests in other ports of entry take hours and sometimes weeks, yet wetbacks come in virtually without checks.

An increase in Communist activity in Central America, particularly in Guatemala, raises the problem of stricter security on the Mexican border for it is easy for a Guatemalan to enter the country disguised as a wetback. Once in the country, he can get on his way to carry out whatever mission the Communist party may have cut out for him.



WETBACK LINE-UP. Illegal entrants await trip back to homeland. Many Communist infiltrators from Guatemala cross the border.



BORDER PATROL has been doing good job, but is hopelessly handicapped by limited personnel and, worse, inadequate legislation.

Setter from General President DAVE BECK

WETBACKS: An Explosive Problem

THE welfare of the wage earner is and always should be the first concern of labor unions and labor leadership. The International Brotherhood of Teamsters is concerned with the welfare of the workers and is not solicitous concerning the problems of political expediency or the welfare and machinations of capital which may be exerted in a discriminatory fashion against the workers. Labor unions are organized to advance the status of workers, to improve their wages, hours and conditions. That is their concern—first, last and all the time. Their continued welfare is the target—and we must keep our eye on the target.

Today we are witnessing shocking, shameful and flagrant examples of a total disregard of the workers' welfare on the part of the Federal Government. This disregard takes the form of a dismal failure—perhaps utter refusal would be better—to cope with the problem of properly policing the border between the United States and Mexico. As the result of this failure, this country is being flooded with cheap labor, coming in to work in competition with American labor.

Both the Executive and the Legislative branches of the Federal Government must share the blame for this shameful condition. The Executive branch is permitting itself to be pressured by Southern and Southwestern employers who wield strong influence. Likewise Congress has refused to take a realistic look at the problem and legislate accordingly. As a result, we have on the Mexican border what amounts to an economic and social sore which is festering and threatens the economic health as well as the security of this nation.

Not a New Problem

The problem is not new nor can past or present national administrations escape responsibility. Adequate consideration in the way of funds for patrolling and policing the border and adequate funds for apprehending lawbreakers could and should have been provided long ago. But Congress has succumbed to the pressures of the large growers and the big food, farm and processor associations and declined to pass a law with teeth in it.

For years the Federal Government—under Democrats and Republicans—has apparently taken the attitude that dollars are more important than people, and winking at the law a practice to be condoned in order to favor the wage-cutting employers of the South and Southwest.

In the past few weeks the country has seen photographs, television pictures and heard reports of the shocking events at the Mexican border where thousands and thousands of wetbacks gather to come over in the hope of finding work. These shocking events point up a problem now before Congress which demands an answer and not an evasion, an honest effort toward a solution and not a postponement.

There is a great challenge and great need for a motion picture pro-

ducer to make a film on wetbacks which would dramatize and bring home to the nation the dangers in the problem much as "The Grapes of Wrath" some years ago pictured the problems of refugees from the Dust Bowl.

We are permitting and condoning a flouting of our immigration laws on the Mexican border in a fashion which insults our neighbor to the north, Canada. We wouldn't think of opening the gates for labor from any other country without seeing that compliance with the law is observed. If the nationals of other countries attempted to come in the U. S. as the Mexicans are, they would be promptly jailed. But with the Mexicans, there seems to be an "understanding"—an understanding dictated by the selfishness and greed of the large farm and processor groups to get labor as cheaply as possible, use it and then kick it out.

The mentality of these forces which use and campaign for the wetbacks and for their entrance has no appreciation or understanding of human

rights, human decency or human advances.

Dangers to Health Standards

The wetback menace is a social danger to the miserable souls who come into this country in the hope of finding work and returning to Mexico with their earnings. These people are not protected, they have no guarantees of wages, hours or conditions. Their status in Mexico is so poor that they can come in the United States and undercut even our lowest paid workers. Not only do they break down wage levels, but they also break down standards of work and living. They create serious problems of health and sanitation, housing and education.

As serious as these problems are—and I would not for a moment underestimate the tragic consequences to these people themselves and the effects on the rest of the country—the main results that I would like to invite

attention to are these:

1. The menace to our workers, and

2. The danger to our national security.

The first danger of these wetbacks is to the workers of this country immediately involved. Domestic workers in the South and Southwest are becoming displaced. The wetback menace threatens to create in this country a group of displaced or dispossessed. As unemployment grows—and don't let any politicians soft-soap you into believing there is no serious unemployment—the situation will become more intense.

An Area of Unfair Competition

One important aspect that apparently many members of Congress are overlooking is the fact that the wetbacks are creating in the South and Southwest a great area of unfair competition. This unfair competition wrecks wage levels and gives the big growers of the favored areas advantages over farmers and ranchers of other parts of the country who pay legitimate farm wages. Some of these days members of Congress in other states than those favored by wetback labor are going to awaken to this unfair competition and realize that their constituents are being seriously hurt. Perhaps this will bring home to them that this wetback proposition is a serious one indeed.

But these wetbacks are not only working in the South and Southwest; they are migrating to other parts of the country—they are fanning out in all parts of the country. Many are getting "lost" and not apprehended and

soon become part of the country's labor force. Surveys show that these illegals are taking all sorts of jobs—including work as truck drivers and in other Teamster jurisdictions. And farm work is one step this side of moving into the Cannery Division jurisdiction.

Whole families of financially-distressed Mexicans are coming into the country to compete with American workers. As miserable as their wages are, they are siphoning millions back into Mexico which means subtracting important purchasing power from our own communities and business people.

A Serious Security Threat

There is a serious security angle to this stupid, incompetent handling of the wetback problem on the part of the Federal Government. We have so few border patrolmen that they cannot be expected to police it properly. There can be, under present pressures, no adequate security checks. The Mexican border is virtually an open door for subversives.

That this is true is shown by the shocking report given recently by the Immigration and Naturalization Service which told Congress it had "recently discovered that approximately 100 present and past members of the Communist party" have been coming into the United States every day illegally from Mexico. This report indicates a grave situation which is a national scandal and should alert us to the peril at our back door and impel Congress to take immediate remedial action.

I wonder if we could infiltrate behind the Iron Curtain as easily as Communists are getting into this country?

While Mexicans are coming into this country from Mexico to take jobs of our citizens, some of our big cities with increasing unemployment are trying to cope with the problem of Puerto Rican workers, our own citizens looking for work, and are seeking means of sending these people back to Puerto Rico which is American territory.

News stories of recent weeks indicate the magnitude of the Communist threat in Central America. And we are getting, according to testimony of our own Government, hundreds of Communists coming in via the wetback route. This poses a serious menace to our security which is two-fold; there is immediate danger of Communists infiltrating into our working force and into our cities, and the economic situation created by American incompetence and bungling in handling the problem is serving the long-range aims of the Communist masters.

Supported AFL Position

At the recent meeting of the American Federation of Labor Executive Council, I strongly supported the AFL position on wetbacks and further recommended that the AFL bring this national scandal to the attention of America by daily nationwide broadcasts. Moreover, last month I submitted a statement to the House Agricultural Committee which was holding hearings on the wetback question. In that statement I strongly endorsed the AFL position and recommendations. The Teamsters will continue to support recommendations for action on this wetback problem which I emphasize is a national scandal. We want to see an attack on the problem which will be translated into a practical, humane and decent program in the interest of American wage-earners and national security.

UNEMPLOYMENT: A Mounting Crisis

I referred above to unemployment and would like to make a few observations on this subject which is one of increasing importance. Currently, we are hearing the definition of the difference between a recession and a depression: a recession occurs when your neighbor loses his job; a depression is present when you lose your job. But to the hundreds of thousands now out of work and the additional hundreds of thousands who are losing their jobs this is no joking matter. Yes, you are in a depression if you lose your job regardless of what the apologists say who decry "prophets of gloom."

A Luxury We Cannot Afford

This country cannot afford the luxury of playing politics with unemployment. If we continue to close our eyes to the fast developing unemployment situation, we are headed for a major depression. We can discount these political pipsqueaks who try to label those who would warn against unemployment "prophets of gloom." We all remember the days even with our people in breadlines, when we heard public officials say that "business is fundamentally sound" and that "prosperity is just around the corner." We can even recall the assurances given by multimillionaire investors saying that the country was safe, they had just sunk another couple of million in common stocks. All of this talk by the pipsqueaks who are trying to pump up assurances is but the tintinambulations of automatic mouths.

We must face the facts and have a "to hell with" attitude toward the political fortunes of any individuals or any party which may be so short-sighted as not to realize the evils of growing unemployment.

Our organization is comprised of members of both major political parties and we will raise warnings against one party just as quickly as we will against the other when we see it taking the wrong step. We are interested in the welfare of the people—not the politics of partisanship. We will not knowingly tolerate playing politics with human misery and misfortune.

The early fiscal policies of the present administration may be blamed for much that is now happening—I refer to the termed hard money policies of the Treasury Department. The fact that the Administration has had to reverse its course is proof that the original decision policies were wrong. Early in 1953 the Treasury Department insisted that the banks cut down on loans and increased the borrowing rates of banks in the Federal Reserve System. Today there is a complete reversal with the Government renewing 90-day Treasury loans at less than 1 per cent which it paid $2\frac{1}{2}$ per cent for several months ago.

Financial Hocus-Pocus

The Administration floated 30-year 3½ per cent loans at the highest rates ever paid. Financiers are today holding these bonds which are several points above par and are netting a windfall and will continue to profit for years at the expense of the taxpayers. This financial hocus-pocus is a gift to the big money investors at the expense of the taxpayers.

We have spent millions in added interest and have boosted the national debt and now after a year of financial experimenting we are back at what the Treasury Department through one of its chief assistants, W. R. Burgess, called "soft" or "cheap" money. Politicians who are so blind that they will not face facts only emphasize their incompetence when they try to say that factual statements are the bunk and are assertions of gloom and despair. We are primarily criticizing Eisenhower's financial advisors for the present state, not the President himself, as the big financial powers are having a field day. The President, in our opinion, trained and ably qualified as he is in the field of military progress, is dependent on financially-trained men in the field of finance.

The automobile industry, certainly a key segment of our economy, is in an unhappy state and its troubles are being and will continue to be reflected in steel, transportation and other industries. The troubles in the automobile business are extensive. Dealers are forced to move '53 models at sacrifices in order to make room and get money to finance '54 models. Normally this causes no serious problem but the difficulties this year emphasize trouble is ahead. The whole dealer system appears to be having serious difficulties. General Motors and Ford have been slugging it out in a titanic struggle for the major share of the American motor market, each advocating greater and greater production regardless of the ability of dealers to move the products. However, we are informed recently from confidential and highly qualified sources that even GM and Ford are not so certain but what they shouldn't cut back production as they are faced with rising dealer inventories and the entire collapse of the second hand auto market. It is also reported 1955 models will come out in September, 1954, thus intensifying the financial problems of the dealers, but all a part of production sales technique.

Banks are putting the squeeze on the auto business also. Many are cancelling out loans to finance companies handling automobile paper and this financial pressure is being seriously felt by the dealers. The automobile business is an important barometer of the economic health of the country. Detroit, Mich., America's auto capital, was recently declared a surplus labor area with 150,000 to 200,000 unemployed. Recently, Toledo, a great auto and parts manufacturing city, was added to the surplus area list.

Politicians are shortsighted and unrealistic unless they come to grips with the facts of economic life. But the politicians who cry "prophets of gloom" are not affected by the current joke about recession and depression. They are employed—they have a job, at least until their present terms run out and in the Senate that means a six-year term. Unfortunately the thousands and thousands being thrown out of work don't have any such job security.

Tens of thousands of wage-earners are joining the unemployed. Funds for unemployment are being drawn upon heavily and will stay the crisis for a short time—in fact they are doing it right now. Overtime work is rapidly dwindling thereby reducing markedly the take-home pay of workers. Families are cautious about their spending and are paying more attention to savings, trying to lay aside something for the rainy day which the present economic storm clouds appear to forecast. Studebaker recently discontinued its night shift. That is a hard economic fact to the thousands of workers affected—what do the critics of the "prophets of gloom" say to that?

The present acute unemployment situation is ample proof that we should strengthen our unemployment insurance system. President Eisenhower is to be commended for his recommendations in the field of Social

Security, a recognition of the social responsibilities of the nation toward its people.

Construction, another major segment of the American economy, faces a crisis. This situation calls for bold and intelligent planning of worthy public works—and there are thousands of types of projects which are needed and would provide employment and would pay off over the years. Sound public works can be great assets in time of an economic downturn, but we cannot afford to wait until a full-scale depression is upon us and then rush out with hasty and improvised schemes, such as raking leaves and other non-productive work. We should make efforts toward intelligent and foresighted planning right now in the public works area.

In the face of this growing economic situation we find several important facts: The continued attempts to get cheap labor from Mexico is one fact that is important, as we have heretofore indicated. Another fact is found in the stiffened attitude on the part of employers toward the working people with regard to the Taft-Hartley law. This statute, in all its viciousness—"rigid enforcement" its called—is a major weapon against the working people, particularly those in trade unions.

We are seeing nominated to the National Labor Relations Board men to fill quasi-judicial posts who have been working on and advocating management's side of labor-management problems. I wonder what the reaction would be if the President were to nominate John L. Lewis or George Meany to the NLRB?

The workers are becoming convinced that the cards are being stacked against them and the working people of the country will not be misled by "sunshine" speeches on how sound conditions are. Let's see an end to this unadulterated bunk about refusing to recognize the fast-approaching crisis and insist that there be inaugurated a program to deal with these pressing problems. The Government and public officials are on the spot. I wonder if there is any business in America worthy of the name that, faced with the present economic situation, would not take remedial steps. Business concerns have to face the facts and act accordingly or perish. Banks have already started programs to deal with the economic situations and other business enterprises are also beginning to, in their own investment interest. But the Government, unfortunately, seems to have a Pollyanna attitude which seems to say that everything is just dandy. The biggest fools are those who would fool themselves—and the economic crisis is no matter to fool with.

We must have without delay National and local programs which will stimulate consumer income and purchasing power—we cannot tolerate indifference and callousness which allow our working people to be crucified while the politicians try to soothe the American people with siren songs of prosperity. We want a realization of the facts of life and we want action and action now!

Fraternally,

Tavo Bers

General President.

The Wetback Menace

(Continued from page 4)

trary, the available facts indicate that there is already a considerable amount of unemployment in the border states and it is likely to increase in the coming months... unemployment in California was already near the 200,000 level in mid-January."

The bill of particulars recited by Mason and Ernesto Galarza of the National Agricultural Workers Union (AFL) spelled out to the committee the shocking story of the large corporate interests combined with the political pressure groups including members of Congress and the Government agencies, especially the Department of Labor into a cabal of evil which is perpetuating and making a serious condition worse by the year.

So intense has become the hiring of Mexicans, both legals and illegals, that American farm labor is being displaced and is moving out of some of the areas of the Southwest. A witness said that the Imperial Valley has lost "well over 50 per cent of its resident labor force since 1948." This exodus was described as a flight of people who can find no work in their community or who are offered work on such low terms that they cannot rear a family or maintain an approximately American standard of living. "The flight of labor and the transition to mass hiring of Mexicans may create a situation the committee was told, where ". . . at some not too distant date the bulk of farm labor supply will be from outside U. S. territorial limits and will be subject to contingencies we may not always be able to foresee and control."

An "easy avenue of entry" is provided by the inadequately patrolled border for Communists from Mexico, Guatemala, Dutch Guiana and other countries, the Immigration and Naturalization Service warned the committee. The Service said that over 100 Communists (past and present) a day are coming into the U. S. via the wetback route. Another witness said "security" checks at the border takes a few routine

Veteran Business Representative Honored



HONOREE—Charles W. Doyle, secretary of the Seattle Central Labor Council, receives a scroll from Dave Beck, General President of the International Union, in honor of 45 years of service to labor. The scroll was signed by George Meany, President of the AFL, and William Schnitzler, AFL secretary-treasurer, and was presented by President Beck on behalf of the Federation. In making the presentation President Beck recalled that about 40 years ago he delivered laundry to the home of Charles Doyle and he still remembers the address. Seattle labor joined in the commemoration with a reception for Doyle in the Seattle Labor Council board room, January 15.

minutes with apparently no effort made to screen the incoming illegals.

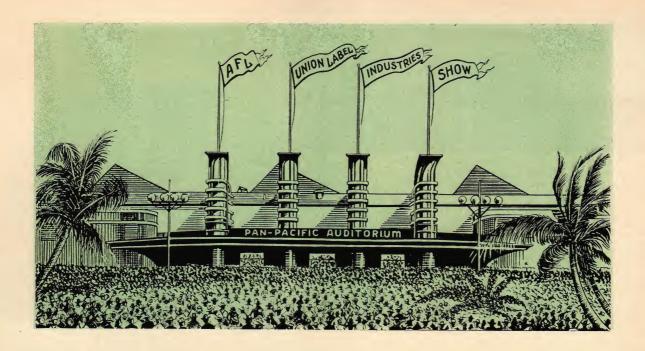
The AFL recommended to the committee establishment of safe-guards for American workers; establishment of hearings on the farm help problem; preference to American workers in hiring; strict enforcement of the immigration laws. The AFL estimated that more than two million crossed the border illegally last year.

General President Beck in a special statement to the committee supported the AFL and called for a strong two-fold approach: protection of jobs and standards of American workers and steps to end "this festering sore which gives propaganda to the open Communists . . . while it permits underground Communists to enter and leave our country under the guise of job-seeking Mexican farm hands."

Despite the recommendations before the committee from labor leaders, the group recommended approval of a joint resolution which would permit unilateral recruitment of farm labor. In the meantime labor groups were continuing their efforts to bring before the country the information on the evils and dangers of the wetback situation.

Cadillac Contest

Five Southern California Teamster locals are joining in a promotion contest to spur blood bank contributions. The locals are going to give away a 1954 Cadillac, and each person, teamster, or member of a Teamster family or a neighbor, who contributes will receive a chance to win the car. The sponsoring locals are: Freight Drivers' Local 208; Van and Storage Drivers' Local 389; New Furniture and Appliance Drivers' Local 196; Package and General Utility Drivers' Local 396, and Freight Handlers, Clerks and Helpers Local 357. The Cadillac will be on display during the Union Label Industries Show in Los Angeles, April 1-6.



Basic Lessons of Highway Safety And Trucking to Be Featured in New Exhibit for Los Angeles Show

TEAMSTERS IN '54 UNION INDUSTRIES SHOW

THE American Federation of Labor is taking its Union Label Industries Show to the West Coast this year where the sponsors, the Union Label and Service Trades Department, promise that this will be the finest exposition to date.

The show will have a new name—the word "Label" is added to the title—many new displays, new theme and new presentation in the 1954 edition, according to Raymond F. Leheney, director of the show and secretary-treasurer of the Union Label and Service Trades Department (AFL).

The International Brotherhood of Teamsters will have a "double feature" display at the exposition. The

Teamsters will have a general exhibit on motor transport and the National Cannery Division will have four booths with canned and processed goods from union-employing concerns.

The Teamsters display will be a new one, designed for the Los Angeles show and promises to be one of the main attractions at the annual labor-management exposition which will be held in the Pan-Pacific Auditorium April 1-6. The Teamster display will emphasize the place of motor freight in community, regional and national life.

The National Cannery Division will have national representation this year. Heretofore, the division has

exhibited canned and processed goods from union canneries, chiefly from the West. This year the division is planning to exhibit goods from canneries in all parts of the United States wherever Teamster locals are organized in canning or processing plants.

In order to help make the cannery display a complete success the national director, Lewis C. Harkins, is asking local unions throughout the country with cannery contracts to communicate with Verne C. Pankey, Local 750, Oakland 12, Calif. Mr. Pankey is making arrangements for the displays. Any local sending canned goods or merchandise to be displayed should ship it to the National Cannery Division, Union Industries Show, Care of Republican Van & Storage Company, Los Angeles, Calif.

To step up organizing and to aid in giving further impetus to Teamster in the canning industry, a national policy committee of the National Cannery Division is being called to meet simultaneously with the holding of the show. Organization should be sparked by the meeting and plans made to push forward in organization work on the national front, according to division officials.

The show will have a wide range (Continued on page 30)



JUST IN from a run, O. S. Stevens, Jr., Local 583 line steward, talks to F. M. Lathem, president; J. M. Waltrip, BA.

HE cities of North Texas have been breaking points for over-theroad haulers for more than a century, The Texas Almanac tells us. Even before the days of Sam Houston and the Texas Republic, mule skinners were hauling supplies to scattered Spanish missions along the Louisiana border, and restless traders and fur trappers were treking south to San Antonio or northwest to Santa Fe. Many a peace officer back in the States scribbled "G.T.T." for "gone to Texas" beside the name of a local outlaw on his list, as another renegade from justice headed for the land of the Austin colonists to hide out and seek a new life.

Fort Worth became "Cow Town" because so many trail drivers stopped there to water their cattle and rest on the long trail northward. Some later "broke" for Abilene, Kans., while others headed for Dodge City.

The Butterfield Stage forded the Red River at Preston and started west for El Paso and the West Coast.

BROAD NETWORK

Down through the years more trails, more roads and highways connected settlements, which became cities, until today North Texas-the domain of the Teamsters of Joint Council 80—is a broad network of good highways and busy long-distance hauling concerns. The region is a land of cattle raising, oil and chemicals, yes, but for the union Teamster it is essentially the land of truck transport—reefers coming up from the Rio Grande Valley, sleepers coming in from Chicago and Memphis, pipeline rigs headed for Oklahoma.

Starting at its eastern fringes, the

activities of JC 80 take up at Shreveport, La., about 20 miles east of the Texas-Louisiana line. Shreveport is the jurisdiction of Local 568, one of the council's most hustling units. Starting with 612 members when the Joint Council was founded in 1947, Local 568 now has 1,527 Teamsters on its roster. It is the most highlyorganized local in the council, as far as local delivery is concerned, with bread, milk, laundry, beer and many general drivers signed up. Many an oil field supply truck and express loading dock displays the Teamster emblem in Shreveport too. The local union has been active since 1940.

U. S. 80 takes you out of Shreveport, 186 miles, to Dallas, home of



FAMILIAR to every Teamster

of North Texas is the yucca

and cactus of the plains.

TRAILER REPAIR at Trailmobile, Inc., of Dallas—foreground, Jack Northcutt; rear, Gray, Hill, Vidal.

the next local union in the Council— Local 745. The Dallas local is the big-city local in the council, with many warehousemen at major distribution centers, and maintenance and repair men at truck terminals and breaking points. No. 745 has inside workers at Safeway, Nabisco, Liquid Carbonic, Brentwood Egg, Purex, and other concerns in the city. It has tire recappers, truck repairmen, trailer repairmen, and maintenance crews at several businesses under Teamster contract. Dallas is the Southwest terminal of most major over-the-road organizations-Yellow Transit, KAT, Southern Express, Strickland, and others. The local union has 2,720 Teamsters on its rolls, a relatively small number for a city of almost 500,000, but its ranks are steadily growing. It started with 837 Teamsters when the joint council was founded seven years ago.

Just a few Texas whoops and hollers west of Dallas is Fort Worth,

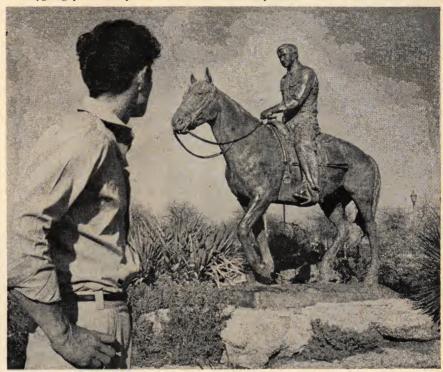
RIGHT: M. L. Williams of Best Motor Lines has his license checked by State Patrolman Gene Campbell.

EXTREME RIGHT: Two fingers mean 2-million miles of safe driving for Clifford L. Jackson of Local 745.

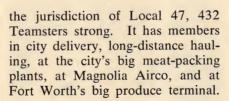


JC 80 EXECUTIVE BOARD—front, Piland, Bunch, Waltrip, and Bailey; rear, Mitchell, Lacy and Wright.

A STATUE TO WILL ROGERS, the late American humorist, stands on the lawn of the Memorial Coliseum at Fort Worth, as a reminder to the Southwest of its sturdy, easygoing past. Joseph M. Cambis of Local 47 pauses in his work to admire it.







PROSPEROUS COUNTY

South of Fort Worth, 88 miles, is Waco and Local 56, a small but active local of 51 members. Waco is in the middle of prosperous McLennan county and is one of the state's leading centers of manufacturing. From Waco come glass and glass containers, tires, machine-shop products, cotton goods, furniture, portland cement and many other items.



West of Fort Worth and Waco, 150 miles, is Abilene and Local 583, which is well organized among long-distance haulers and in the open-pit mine quarries near the city. Abilene is on the Rolling Plains of West Texas and at the crossroads of much over-the-road traffic. Trucks go through there on their way north to the Panhandle or heading south for Austin and San Antonio. It's a major stop between El Paso and Dallas.

The history of Local 583 goes back to 1917, when there was a Local 605 in San Angelo, a nearby city, with wagon drivers in this section of the state.



W. W. RYAN, steward for Auto Convoy, top, works with Ben Bridgefarmer.

BELOW: Unloading an M-D Motor Freight truck at the Cotton Bowl is Gene Barfield.

try," where labor organizers much prefer the rules of Taft-Hartley to certain reactionary state legislation.

Labor organizers must carry identification cards certifying to the fact that they are labor organizers as defined by House Bill No. 100 of the 48th Texas Legislature.

ANNUAL REPORTS

Labor organizations in the state must file annual financial reports, and injunctions are frequently resorted to as a means of restraining organizational work.

The fifth and final local union in Joint Council 80 is 577 in Amarillo, six hours of driving time northwest of Abilene. Three hundred and six-ty-two road miles from the headquarters of JC 80 at Dallas, Local 577 is almost a lone rider on the Texas plains. Nevertheless, it is an aggressive organization of 357 Teamsters, which has expanded well in its seven years as a member of the council. It had only 42 members in 1947. In addition to its general drivers, Local 577 has men serving the atomic energy plant outside Amarillo and at the world's largest helium plant, which is located near this sunny Panhandle city.

The total membership of Joint Council 80, at last count—Shreveport, Dallas, Fort Worth, Waco, Abilene and Amarillo—was 5,397, just a little short of the tally for JC 58, the South Texas council described in the February issue.

STEADY GAINS

When Council 80 was established in 1947, it had only 1,850 Teamsters across the breadth of the nation's largest state. It has gained 3,547 in the ensuing years and is progressing steadily upward.

Like other labor organizations in Texas, the locals of JC 80 labor under oppressive state labor laws. As we mentioned in our story on South Texas, Texas, is "open shop coun-



D. C. WRIGHT, BA of Local 745, discusses jobs at the Fort Worth stockyards with a cattleman.



MOVING a load of Texas tomatoes in Safeway's Dallas warehouse is Douglas E. Moore of Local 745.

A LOAD of helium tanks starting out of an Amarillo yard. J. R. Russell of Local 577 climbs to cab.



MEMBERS of Local 568 of Shreveport, working heavy equipment at Rothchild Boiler & Tank Works.

AN OPERATING Engineer, rear, cuts dry ice at Liquid Carbonic.
B. W. Steen, Teamster, packs it.



every month in the offices of Dusty Miller, Director of the Southern Conference of Teamsters, who often serves as a valuable advisor to the young council in its organizing work.

LEE WAY MOTOR FREIGHT

At a recent council meeting, the local unions agreed to a higher per capita tax in order to hire a full-time council organizer. The council has needed such a man for a long time, the business agents agree. They expect to spur their own organizing work tremendously with the aid of a full-time council representative.

EXECUTIVE BOARD

Members of the council executive board, who guide the destiny of Teamsters in this 550-mile-wide section of the Southwest, are R. B. Bunch, president, who is also business agent of the Shreveport local; J. M. Waltrip of Abilene, vice president; W. L. Piland of Dallas, secretary-treasurer; Glenn Bailey of Fort Worth, recording secretary; Maurice Mitchell of Amarillo; J. M. Lacy of Dallas; and D. C. Wright of Dallas.

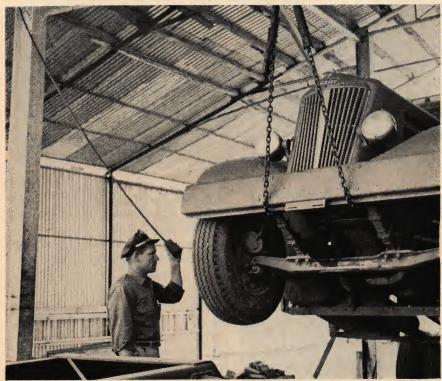
The Texans who wield influence in the Lone Star State—the wealthy oil operators, the cattle producers, the newspaper publishers—tend to be ultra-conservative in their political and economic outlook. They shy away from liberal reform. The principles of labor unionism they will not understand. In many cases, they are in such entrenched positions that they can successfully combat all efforts of Joint Council unions to organize the drivers and warehousemen.

The council executive board holds meetings on the third Monday of

A BUSY INTERSECTION north of Dallas is Harry Hines Boulevard and Industrial Cutoff. The afternoon suncuts long shadows as heavy rigs move out of "Big D" on the way to Oklahoma City and points north. The Dallas skyline, dominated by the new Republic Bank Building, can be seen through the haze in the background.



A WHITE SLEEPER is decked for transport to another Southwest city at the Dallas terminal of Kenosha Auto Transport Co. The Teamster is W. T. Walter.



ing and construction trades to produce Girls Town, a counterpart to Boys Town, built by organized labor near Lubbock, Tex. They gave many days of work free to give orphan girls of the state a home.

Last Christmas, JC 80 Teamsters joined brother Teamsters all over the nation in a special distribution of miniature trucks to orphaned and hospitalized children. The Dallas local, alone, gave away 175 toy trucks to local institutions. The Shriners Hospital in Shreveport, La., and several Texas hospitals were recipients of the handsome replicas of Teamster vehicles.

Drivers in the jurisdiction of JC 80 have set a good record for highway and traffic safety. Many are veterans of the early days of trucking in the Southwest, when the long stretches of Texas highway often went unbroken by filling station or road stop for miles and miles of dusty gravel.

James C. Lacy of Dallas is a mem-

The council and its member locals take an active part in all central labor bodies. In addition, they have kept close liaison with the Texas State Federation of Labor. The president of the state federation, William J. Harris, has his headquarters in Dallas.

Local 568 of Shreveport participates in the activities of its central bodies and sends delegates to the Louisiana Federation of Labor meetings.

CIVIC PROJECTS

JC 80 has been active in many civic projects worthy of note. One of the most recent was participation in a Cerebral Palsy telethon presented over Dallas Station KRLD-TV. Broadcasting engineers of the International Brotherhood of Electrical Workers handled the technical end of the show, while the Teamsters covered the city, collecting donations for the cause. More than \$200,000 was collected by the time the special fund raising drive was completed. In addition to their collections, the council itself contributed \$2,500.

A few years ago, Teamsters of West Texas worked with the build-

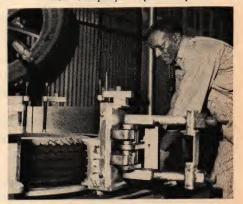
PULLING A TRUCK from the conveyor belt at Southern Express is R. O. Fwezel of Dallas Local 745.





CHECKING way bills at Yellow Transit's Dallas terminal is Verda Mae Smith, member of Local 745.

A TEAMSTER, Vanie Brisco, recaps a tire at Strickland Transportation Company's repair shop.





MAKING UP an order at National Biscuit's Dallas warehouse is James W. Jones of busy Local 745.

THE TEAMSTER, MARCH, 1954

ber of the city traffic commission in "Big D." Members of his local take active roles in local and county political affairs. There are members of Local 745 manning the sheriff's patrol cars in Dallas county.

WELFARE PLAN

Teamsters of the council are covered by the Central States, Southeast and Southwest Areas Health and Welfare Fund. A growing number of the members are covered by company plans which supplement this special benefit.

The members of JC 80 are typical Texans . . . and when we say that we smile, for Texans are an optimistic, confident lot. In the seven years that the joint council has been organized, North Texas Teamsters have moved ahead slowly but steadily. The participation by employers in employee welfare plans is a relatively new idea to management in the state, but, knowing their rights and the value of such plans to both sides of the bargaining table, JC 80 leaders are pressing for these benefits in every contract they negotiate.

The area covered by Joint Council 80 is all of Texas north of a line drawn across the state from Huntsville on the east to Fort Stockton on the west. El Paso is in the jurisdiction of the Western Conference of Teamsters. Austin and San Antonio fall south of the line, within the scope of JC 58.

We found no cowpunchers organized. In fact, there's not a horsedrawn Teamster in the State of LOADING a trailer with new furniture at Kroehler Furniture's Dallas factory are two members of 745—H. A. Crosby, right and Ruston Brewer.



Texas, even though the last census shows 387,393 nags and colts scattered about the state.

But we did find Teamsters busy behind the wheels of pickup trucks at the Fat Stock Show in Fort Worth, and we saw many on the long haul between El Paso and Dallas, and we're optimistic too. With the steadily declining population of horses and colts in the Lone Star State, we expect to see more and more vehicles displaying the Teamsters' wheel-and-horses'-head emblem to replace them.



RECEPTIONIST Frances Edmiaston, a Teamster, checks the account book of Albert Cascio of Local 568.

L. S. SANDERS, vice president of Local 568 discusses route problems with Milk Driver O. A. Sparks.



DRIVER SALESMAN W. H. Bruce and Helper Lessie Johnson of the Shreveport Beverage Company.



THE TEAMSTER, MARCH, 1954

SHOP STEWARD T. J. Cave with a load of Fairfax bread crates at Safeway's big bakery in Dallas.



'...You Must Use Your Brains, Not Your Hands to Win the Fight'

By Daniel J. Tobin General President Emeritus

THIS editorial may be somewhat of a surprise to you, but for 44 years, this writer was editor of The Journal and he never failed to send a word of hopefulness or gratefulness to the general membership—the readers of the TEAMSTER—periodically.

Well, to begin with, let me say to you who are writing me, and to the others who are inquiring about me, that I am physically and otherwise in splendid condition.

In 1903, when I was elected business agent of the Truck Drivers in Boston, the clouds were heavy over the Teamsters. There were no trucks then. Now, there are very few horses. I have seen a great many changes over the years, but in no instance have I seen or experienced—either in the financial and business world, or in the political life of our country—I repeat, I have seen no change as prominent, as healthy, or as hopeful for the future, as the change in the International Brother-hood of Teamsters.

This could not be done by any one man. It was done through the cooperation and the unselfish assistance given by the officers, both national and local, and by that unselfish sacrifice that all of our people have made over the years for this Union of ours.

When I was elected to the office of General President, the salary was very low—\$1,800 per year—but we got along. I know that those who helped in this great work can look back with pride and with an inward feeling of contentment for the work in which they participated in building up the International Brotherhood of Teamsters. The actual membership when I came into office, in August of 1907, was about 23,000 paid up members. However, there were about 4,000 who were not fully paid up in their dues and were not members in good standing. On the last report I received from the General President Dave Beck, and from the General Secretary-Treasurer John F. English—by the way—there are two great men—we had over a million members in good standing in the International.

We are making what I consider a healthy, clean, progressive gain. I keep closely in touch with everything that is going on in our Brotherhood. You cannot give your life to a certain work in which you believe, and suddenly give up your work and dreams.

It is the quality of this membership that counts. I have had my share of honors through our great Inter-

national, but I want to say this in all sincerity; no man who has had anything to do with the building of this great organization has anything to regret, and everything of which to be proud as he looks back.

I have seen organizations come and go. But the Teamsters are like Old Man River. Unions may come and unions may go—but the Teamsters, because of their history, because of the quality of the men and women who compose it and because of their present leader-ship—they will not fall by the wayside—they will go on. There is only one answer for this—the Teamsters have tried to play the game fairly with other organizations of labor, with our employers, and with the public.

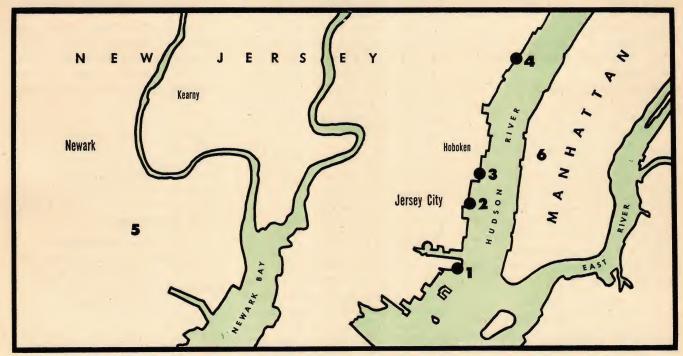
We are sometimes misrepresented when some of the locals stop work as a last resort, in order to obtain a little more for their labor—which is all they have to sell. This will enable them to send their children to school and give them an education which, when they grow to manhood, will help them to be able to defend their rights and the principles of justice and decency as lawabiding citizens.

There is no place in the Teamsters for wrong-doers of any description. They sometimes go from one city to another to hide away, but we soon find out through the aid of our local officers that there is a black sheep from other pastures, who has entered into membership in another city. We do not have time to fully investigate every individual, but we do the very best we can and I assure you we have been quite successful. Eternal vigilance is the price of liberty.

Well, I won't be writing many more articles. That is not my job now. Your General President will take care of that in an able manner. But the primary purpose of this article is to say before the New Year has gone any further—follow the policy of using your brains. Have patience. Sometimes it is difficult to be patient. But, you must use your brains and not your hands to win the fight.

In closing, I ask you one and all to support your duly elected officers, on whose shoulders you have placed the responsibility of watching out for the welfare of the great International Brotherhood of Teamsters.

A Happy, Prosperous and Successful 1954 is my prayer for you all.



Central of Jersey and B. & O. Terminals.
 Erie Railroad Terminal.
 Lackawanna Terminal.
 New York West Shore Terminal.
 Railway Express Terminal (Penn. R.R.).
 New York Post Office.

How Trucks Could Relieve Jersey Mail Problem

Even Simplest Network of Highway Routes
Would Save \$600,000 and Speed Service;
Vast Truck-Train Team Could Do Even More

TRUCKS would advance the delivery of mail to the entire State of New Jersey, including all of the massive industrial complex bordering the West Shore of the Hudson River.

Savings of more than \$600,000 on an annual basis can be achieved by installing even the simplest network of truck routes.

The full potential would be reached by using trucks to tie this tremendously important area into a primary stream of mails up and down the East Coast of the United States. Such a plan would save millions of dollars. In addition, overcrowded postal facilities would be freed of fantastic volumes that would indirectly speed handling of all other

mails and save even more money by increased efficiency.

Mails would be advanced all through the American economy.

This, however, is not done.

But it isn't the fault of the Post Office Department. For years the Department has sought proper truck terminal facilities somewhere in the area surrounding Newark, N. J., from which to carry out such a plan, but without success.

Meanwhile, the tremendous savings possible cannot be gained to ease the burden on the American taxpayer. The greater goal of better mail service to stimulate the American economy to even more spectacular efforts is also lost.

The big question is why.

Why is it impossible to find terminal facilities to permit the Postal Transportation Service to carry out these vital improvements?

The answer is easy and simple. The railroads!

But this answer does not mean that there is a huge railroad plot to freeze out the trucking industry and thus rob the taxpayer by forcing exorbitant costs in the carriage of the mails.

The problem is much more complex than this.

Of course, there is a certain amount of rail-minded dunderheaded thinking involved. One railroad which could contribute much to the solution of the problem refuses to move mails in any cars except their own.

The reason . . . such cars wouldn't match the baby-blue color scheme of their trains.

But this is only one phase of the problem.

Basically the whole mail mess in New Jersey stems from the tremendous volumes of mail that flow into this area and out of it. This, in turn, is part and parcel of the swamping of mail terminal facilities in New York. It involves uneconomic pushing and hauling and handling of the mail that practically "wears it out" before it is finally delivered.

Let us look at the problem on the map for a moment.

RIVER TRAFFIC

The Hudson comes down from the North, splitting Jersey off from New York. There are two tunnels and some bridges and some ferries. Through these tunnels and over some of these bridges all the mail traffic between these interdependent industrial areas must funnel.

On the New York City side of the river vast quantities of mail originate for Jersey, for West Shore New York and for portions of Pennsylvania. Ten postal stations in New York City originate more than a truck load of mail a day for New Jersey points.

All of this mail goes into the Morgan station to be sorted and hauled across the river to . . . not one but five separate and distinct points for further dispersal.

From Morgan station routes fan out to the Baltimore & Ohio and the Central of Jersey terminal in Jersey City, to the Erie terminal in Hoboken, to the Delaware and Lackawanna terminal in Hoboken and to the New York West Shore Railroad terminal in Wehawken. Still another massive route works on a constant loading principle from Penn terminal to the railway express terminal on the Pennsylvania R. R. in Newark.

In New York City the Post Office operates a monster fleet of trucks to gather this mail at the various stations and concentrate it at Morgan station.

Some of this time could be saved and costs cut once a central Jersey truck terminal is secured by loading trucks for direct dispatch from New York postal stations that generate full loads. Such a plan would cut handlings, by-pass Morgan station completely and thus save hours.

On the West Shore of the Hudson the Jersey City Post Office runs another fleet of trucks that circulate between the various post offices and the terminals listed above.

If this were not enough, mails pour into both the New York area and New Jersey area which must be sent into New York to be worked for New Jersey points. Mail originates all through the Jersey area which pours into New York that must be worked for points south and west and up in New England.

The resulting hodgepodge is one of the major mail transportation nightmares anywhere in the world.

What is needed is a central truck terminal in the New Jersey area within easy reach of the tunnels and the highways fanning out into the state, north into New York and into nearby Pennsylvania.

But any such terminal, to be economic, must also be on the railroad.

There must be a truck-rail interchange. In no other way can the problem be solved.

That is the catch!

HIGH SWITCHING COSTS

In 1951 the Post Office Department opened negotiations with the Pennsylvania Railroad to construct a rail-truck interchange terminal on land owned by the railroad at Harrison, N. J., just outside of Newark.

These negotiations fell through on the problem of switching.

Long haul mail cars loaded at this terminal would have to be switched into the Pennsylvania terminal in New York to be placed in their trains. The cost of this switching operation was very high.

But the chief problem on the proposal was the awkward necessity of back hauling in the Penn Station terminal already overcrowded with trains. The plan was abandoned.

Then it was reopened on the basis of loading cars for the South and West in this terminal and sending them to Philadelphia, there to be placed in their long run trains.

But the Pennsylvania R. R. could only give one drag a day into Pennsylvania. That would have seriously

delayed much of the vast volume of mail.

Next the Post Office Department Bureau of Transportation opened negotiations with the Lackawanna railroad. This railroad had a site not far from the previously discussed Pennsylvania site.

Use of this site would have changed the pattern of the mail dispatch plan by a very considerable degree. Much of the long haul mails to the Southwest and West, now handled by the Pennsylvania, would have been diverted to the Lackawanna and the Erie.

TRACKS CONGESTED

However, to get mails dispatched down the East Coast through Washington and South it was necessary to have the Pennsylvania connection at Philadelphia. The Lackawanna offered to turn such cars over to the Pennsylvania R. R. at any time of the day the cars were ready.

The Pennsylvania would then take such cars to Philadelphia and connect to southbound trains.

But the Pennsylvania declared they could give only one move a day from the Lackawanna because of track congestion.

On this the plan fell through.

The problem could be solved by locating a mail-by-truck terminal along the Baltimore & Ohio or on the right-of-way of the Central of New Jersey, which connects with the B. & O.

But in this case southern mails for the East Coast and mails for the Southwest would have to be routed for the long haul by means of the B. & O. But the Baltimore & Ohio is very proud, suh, of its baby-blue cars. They wouldn't handle the mails if they came in nasty old cars painted in other colors.

That ended that.

The mail volumes for these long hauls are huge. For long hauls only railroads really do their best work. There is a daily average of 45 cars.

Such a movement would be a windfall of millions to any railroad. The Pennsylvania stood to gain the least.

Meanwhile the shorter haul mails, from such a centrally located terminal to points within 300 miles, would save millions of dollars for the Post

(Continued on page 32)

"The Facts of the Warehouse Story Are on the Union Side," Says Director of Warehouse Division

INTERNATIONAL TAKES UP WAREHOUSE CHALLENGE

THE expanding warehouse industry is offering one of the most challenging fields of organization in Teamster jurisdiction, according to findings made by the National Warehouse Division which has been making a survey of the industry during the past several weeks. This survey is part of the program undertaken at the suggestion of General President Dave Beck who has emphasized the importance of the industry and the close relationship with city drivers and over-the-road trucking.

DETAILED STUDY MADE

One of the first steps taken by Harold Gibbons, acting director of the division following the establishment of the warehouse office at the International Headquarters in Washington, D. C., was the institution of detailed studies of the industry.

"We expect to fight with facts," the acting director said in commenting on aids being developed by the division for joint councils and local unions, "and the facts of the warehouse story are on the union side."

The warehouse industry is little understood by the general public yet it is one of the most extensive of all industries and has importance in the distribution field, ranking with that of actual transportation.

Estimates on the number of persons employed in the warehouse industry vary widely, especially since many different definitions of warehousing are used. The warehouse industry term generally applies to the step in the distribution of goods and commodities in which storage

at one or more stages is necessary.

Storage steps may be at the manufacturers or the wholesalers en route to delivery to the firm which will make the final step in the line of supply. In all of these storage steps there has been developed a high degree of inventory controls and tremendous increase in the use of mechanical methods in movement and storage and electronic equipment in business machines.

So extensive has been the growth and competition in warehousing and merchandising that construction experts and designers have turned their attention to many ways and means of saving time, space and labor costs. These studies have resulted in an entirely new type of warehouse building which has been developed and used in the last few years—the onestory building. Formerly warehouses were multi-story units in the wholesale district of large cities. trend now is toward the long, low building with all storage space on one floor. This type of structure permits a minimum of movement of goods vertically and a maximum of advantages of horizontal storage and movement. The expense of extra movements and storage on upper floors, requiring elevator service is thereby avoided.

LOCATION STRESSED

These new warehouse buildings are generally located in the city outskirts with ample parking facilities and loading docks for motor freight. The rise in importance of trucking has also had a pronounced influence

on the type of structure and the location of warehouse buildings.

Warehousing in the modern age is developing into a complex business mechanism which requires considerable training and understanding on the part of warehouse workers. There is emerging what has been called a "warehouse technician"—an employee who knows and understands inventory, checking, storage and shipping problems. Since cost items are so important in the modern competitive merchandising world, more and more attention is being directed toward the technical aspects of warehousing.

Teamster warehouse locals which have been alert enough to realize the great technological changes under way in the industry have profited by seeing their members add skill and expertness to their every day warehouse duties. Thus, it may be said, what virtually amounts to a skilled craft in the warehouse field is emerging.

BE ALERT TO CHANGES

This fact, an important one in warehousing, is making it not only desirable, but necessary that warehouse locals be abreast both of the technical changes in the industry and in the changed employer attitudes toward the place of warehousing in the economy. Great sums of money are spent by the industry on planning, building design, interior plant layout and design, mechanical devices, inventory methods, shipping control methods, etc. All of this expenditure is made in order to shave off a few percentage points and thereby boost the profit side of the ledger a bit. Not only are large sums spent in the physical and structural aspects of warehousing, likewise great sums are spent on legal talent, statistical experts and economic studies. So impressive is this work that when a large concern goes into negotiation with Teamster local unions it has marshalled all the facts and figures that expert talent can bring to bear on the problem at hand.

Faced with a strong presentation by management, warehouse unions are beginning to realize that they, too, must marshall facts and figures. A realization of this important need led the general president to draw attention of the national trade divisions of the close relationship of warehousing to over-the-road trucking and city drayage and to insist that close attention be paid to the growing and changing trends in the warehouse industry.

The foresight of the general president has resulted in a specific program of assistance which is now underway by the National Warehouse Division. A great deal of time and effort are being spent in making economic and factual studies of the industry, its problems, the changes under way, wage rates, union contracts and other aspects of the industry which are of vital importance to Teamsters.

I. O. "AMMUNITION"

This work on the part of the division which now has a national office at the International Headquarters in Washington, D. C., is not regarded as a "frill" or as academic nonsense, according to the reaction which is being received on the part of local unions in warehousing and by general locals with warehouse contracts. On the contrary, evidence is at hand, according to warehouse division officials, which points to an eager and pressing need for material-"ammunition," some have called it. Local unions realize the handicaps they face in negotiations when they come to the bargaining table. They realize that they face not only astute management representatives, but also expert legal, statistical and economic talent.

Realization of the changes and the problems of the industry is leading to a general realization of a great two-fold need: first, one of intensified organization in the industry; secondly, one of fact-finding and education.

The need for organization has been emphasized over and over by the general president and by officers of the division. The closeness of relationship between actual transport of goods and storage in the warehouse step as part of the great flow of distribution is generally recognized by Teamsters. When the International Brotherhood of Teamsters realized some years ago that warehousemen were properly within

their scope of work and obtained jurisdiction over this activity, a great milestone in organization was passed.

While opinions differ on the number of people in the industry—which means the number challenging organization—some place the figure as high as two to three million. The number organized is only about 15 per cent. Moreover, organization of the great number of unorganized is a key to organization in other phases of Teamster jurisdiction. The warehouseman can help get unorganized drivers organized and likewise union drivers can help get warehousemen in the Union. There is not, nor should there be any feeling of antagonism between the warehouseman and the driver. Their interests are parallel and mutual. If one is hurt, both are injured. If one can gain better wages, hours and conditions, the other can hope for improvement also.

On the education front, warehouse decision officials see a job both of general education in the warehouse problems plus specific helps which can be given in contract negotiation. Surveys being made by the division indicate a wide range of inequities in contracts. More knowledge of the facts and figures of the industry will do much to equalize the wages and conditions. knowledge of actual contracts and conditions in the industry as a means of ironing out the inequities is one of the weapons with which Acting Director Gibbons says the division hopes to help the unions wage their efforts for advances.

The National Policy Committee of the division has discussed the prob-



lems of inequities and the problems of negotiating on a company-wide basis. The committee realizes that in its task of setting policy for organization and education it is bucking one of the most heavily intrenched and capable of American industries. It also knows that this industry is effecting combinations and mergers and some of the big fish are swallowing the smaller fish. The trend, in short, is toward monopoly in the field with fewer and fewer key organizations controlling more and more warehousing. As monopoly increases, those guiding the destinies of the industry attempt to divide and diffuse the strength of trade unions. The industry attempts, directly and indirectly, to disperse strength, break up or fragment the efforts of the unions. These very efforts of management in this direction are sounding a warning to the Teamsters as to future trends and future dangers and these warnings are being heeded in terms of priority attention to counter-measures by the union.

NEW PROBLEMS POSED

Complicating the warehouse situation and adding to jurisdictional problems is the attempt being made in some fields, notably food, to eliminate much of the warehouse step. Merchandise may be brought to the large super-markets and either stored their in what is a "little warehouse" on the site or in many cases the merchandise is brought to the market and taken directly to the shelves. Such efforts pose new problems of jurisdiction. Such efforts by management, however, are being subjected to searching analyses so that Teamster locals will be well fortified with a full understanding of what is going on in the industry when labor and management sit down to negotiate.

The magnitude of the job ahead is not frightening the policy committee members and officials charged by the General Executive Board and the General President with carrying forward a program of organization and education. The big job is calling for big efforts and these efforts appear to be making marked headway in a field which will prove helpful not only to Teamster warehouse workers but to others in the union.

EDITORIALS

Education of Congress

For the past few weeks members of Congress have been receiving an education in labor relations through testimony on amendments to the Taft-Hartley law. This is the second "course," in labor relations received in the past year. The first one was given last year in two parts when extended hearings were held before both Senate and House committees charged with responsibility of considering amendment recommendations.

The American Federation of Labor and several of its affiliates have spoken on the Eisenhower 14 points and the many views expressed on Capitol Hill add up to information which should prove helpful to the members in arriving at sensible and practical conclusions. The prospects for sensible revision may not be as bright as we hope, however. Last year experts said that it was estimated that more than three million words of testimony were given in the Senate and House hearings and despite all of this information, no recommendations went to the floor for debate and discussion.

This year the nation has an additional year of experience and labor has an additional year of ammunition with which to oppose the bill. Let us hope that recommendations for change will be made and that the recommendations will go some distance beyond the recommendations made by the President on January 12.

More Aid for Highways

President Eisenhower recently said that he hopes that Federal assistance to the states for highway construction can be boosted by \$225 million a year or more. This is a laudable aim and would fill a great need for highway improvement. Unfortunately this picture is by no means an entirely pleasant one, for the President hopes to see this sum raised by an extension of the Federal levy on gasoline taxes. This tax is due to drop to 1.5 cents April 1.

A bill has been introduced which would authorize \$864,500,000 yearly for Federal aid to states for highway construction, a substantial hike over the present ceiling which is \$575 million annually.

This bill and the Administration's proposal to raise the funds through an extension of the tax focusses attention generally on gasoline taxes collected by the Federal and state governments. Road experts have long called attention to the evils of gas tax diversion which is practiced somewhat freely in many states. Thus the motorist is taxed to provide funds for road work and the funds collected thereby go, often in a substantial measure, to other purposes. It would seem that as public officials look into the problem of revenues for roads, they might well pay some attention to the diversion problem and gain substantial sums for the purposes for which these levies are made.

Red Cross Roll Call

This month the American National Red Cross holds its annual roll call of membership. This is a time in which we might well look back over the past year and take an inventory of the needs and how they have been filled in the field of responsibility of the Red Cross.

Disasters have struck at many sections of the country and the Red Cross disaster service was always ready to help. Some of the less spectacular programs of assistance, home service, etc., were well maintained and brought solace and aid to millions. The overseas service continues and those who have served in the armed forces abroad are familiar with this type of activity.

In the veterans' hospitals on the home front Red Cross work continues. One of the more dramatic and necessary programs of the Red Cross is the national blood donor program. Teamsters in all parts of the country have helped and are helping in this effort. We are glad that our members support this and other phases of Red Cross activity and we are certain that the 1954 roll call campaign will find our members strongly supporting the organization as they always have in the past.

Bigger and Better

Next month the American Federation of Labor through its Union Label and Service Trades Department will stage its ninth Union Label Industries Show. The exposition will be held in the Pan-Pacific Auditorium one of the great exhibit sites in the West.

Although we have not seen a complete run-down of the exhibits which will be on display, we are assured that this year's show, like the circus each spring, will be "bigger and better than ever." From what we know in advance about the show it will indeed be bigger and better.

The unions participating in the show will be welcomed by friendly sister unions on the West Coast where great strides have been made in the last two decades in unionism. Moreover, the show is being held in an area from which much of our popular entertainment emanates. Thus entertainment features in connection with the show should be of the best.

At a time when threats hang over us of labor-management friction, we are glad to see thought and energy directed toward a demonstration of friendly and fair-dealing relations in the form of a great exposition. We are certain that both labor and management participating in the show will reap substantial benefits therefrom.

The International Brotherhood of Teamsters will be a participant and we invite all of our members who can to join in helping make this Union Label Industries Show the most successful one yet staged.

TEAMSTER TOPICS

Orphan-Widow Fund

Milk Wagon Drivers, Local 753, of Chicago, recently voted \$500 to a fund for widows and orphans of five firemen killed in the collapse of the fire-gutted Reliance Hotel.

Medical Plan in Hawaii

Almost 800 employees of four companies in the Hawaiian dairy industry were covered by a comprehensive medical insurance and welfare plan, early this year, when the Teamsters-Dairy Industry of Hawaii Security Fund went into effect.

The plan took many months to negotiate. Charles O. Cross, Administrator of the Southern California Teamsters Security Fund, on which the Hawaii plan was based, made a special trip to Honolulu to assist in setting up the plan.

Appointed by the trustees as administrator of the security fund was Donald Mark Chank, of AFL Unity House in Honolulu, who will be responsible for the processing of claims.

Motorist Aided

A member of Local 557, of Baltimore, saved the life of a Maryland motorist, who was trapped in a burning, wrecked car. George D. McCotter placed flares to mark the scene of the wreck, turned his fire extinguisher on the auto to subdue the flames, and pulled the man to safety.

Ground-Breaking

Ground-breaking ceremonies for the new Teamsters' headquarters

building in Toledo, Ohio, were held recently in near-zero weather. Sixty persons turned out to view the first spade work on a building financed by a \$115,000 loan from the International Union plus contributions from Toledo locals.

Canning Victory

By a vote of 26 to 1, Teamsters won a bargaining representation election at the Teagarden plant in Grandview, Wash. Cal Williams, secretary-treasurer of the Yakima local which waged the organizing fight, gave credit to Business Representative Chuck Gorham for the local's success.

Colorful Comment

On the eve of contract re-opening time in Chicago, Brother J. J. Rappelt, of Local 785 in the Windy City, turned over in his mind some of the many negotiating problems which had come to his local union during his 30 years as a member. He came up with an imaginary committeeman's report on contract negotiations, which he calls. . .

A COLORFUL REPORT

CHAIRMAN AMBER: Brother Gray, did you have any difficulty negotiating your last contract?

BROTHER GRAY: Did we! We talked turkey to Mr. Green, and it wasn't long until he was convinced that our members are not yellow. In fact, he got red in the face, turned purple with anger, and let me assure you that after a very black hour or two, he felt blue, indeed, and rushed from the meeting with a very, very dark brown taste in his mouth.

NLRB Election Won

A drive to obtain recognition of Local 743 as bargaining agent for the mail order employees of Mont-



FIRST IN HAWAII—Don Chang, Administrator of the new Teamster-Dairy Industry of Hawaii Security Fund, receives funds from three of the plan's four trustees. George Q. Cannon, fund chairman and dairy industry executive, signs check, while Richard C. Ching (left), second trustee from the industry, and Arthur A. Rutledge, Teamster Local 996 president, look on.

gomery Ward and Company in Chicago has been reinforced by the local's successes in two successive NLRB elections involving the firm.

President Don Peters, of Local 743, reports that the vote at the main mail order house in Chicago was 2,766 to 385, with 69 challenged or spoiled votes cast. Out of the 3,800 eligible to vote, 3,196 went to the polls.

Earlier, Local 743 had won a representation election at the Schwinn warehouse, where the NLRB tally went 374 for the Teamsters, 57 against, out of 490 eligible employees.

Hit Song for Teamster

Teamster Frank B. Kauzlaric, of Local 420, Los Angeles, Calif., likens the hero of his latest song hit, "Idaho Red," to Casey Jones of railroad lore.

"Idaho Red" has been recorded by RCA recording star Wade Ray, and by Chuck Miller for Capitol Records. Other recording companies are considering the song for distribution.

Teamster Kauzlaric's song relates tunefully and lyrically the adventures of a line driver across country on U. S. Highway 40. The author says he shaped his character from the memory of a driver he once knew who piloted his rig in high-heeled cowboy boots.



TEAMSTER Frank B. Kauzlaric (left) receives a recording of his hit tune, "Idaho Red," from Wade Ray, RCA recording star.

Promote Teamster Label



PRESENTATION—John Smith, business representative of Joint Council 53, second from left, and John O'Rourke, president of Local 401, of Wilkes-Barre, make the truck presentation to Donald Roberts. Looking on are two Wilkes-Barre civic leaders—William O. Sword and Joseph F. Collis.

For a quarter of a century the city of Wilkes-Barre, Pa., has enjoyed peaceful labor-management relations. Various civic groups of the city have joined with labor organizations to promote such projects as "Operation Jobs," a project to encourage new and expanded industries in the greater Wilkes-Barre region.

Joint Council 53 and Local 401, of the International Brotherhood of Teamsters, recently called attention to this fact with a special presentation to Donald Roberts, one of the area's top industrial transportation managers and labor relations counsellors.

In making the award of a special miniature Teamsters truck, John Smith, representing the joint council, and John O'Rourke, representing the local union, pointed out that during Robert's 12 years with Carr-Consolidated Biscuit Company there has not been a single stoppage of work. In addition, the safety program guided by Roberts received first-place award in the million-milesper-year classification of the annual safety contest of the American Trucking Association. Mr. Roberts is a vice president and director of the Pennsylvania Motor Truck Association.

The presentation was made through the Labor Council of Greater Wilkes-Barre. Participating in the ceremony were William O. Sword, chairman of the Committee of 100, a local industry-promotion group; and Joseph F. Collis, chairman of the Chamber of Commerce Labor Council, who is also international president of the American Newspaper Guild.

Kaplan Attends ILO Transport Meeting

David Kaplan, chief economist of the International Brotherhood of Teamsters, attended a conference of the Inland Transport Committee of the International Labor Organization last month. The meetings, which comprised the fifth session of the Inland Transport Committee, were held in Geneva at the head-quarters of the ILO. Sessions began February 15 and extended through February 27.

Mr. Kaplan was one of two labor members attending the committee meetings. The other was Raymond Hicks, a trustee of the Brotherhood of Railway Clerks (AFL).

Two delegates attended the meetings representing employers. They were High Gallagher, special assistant to the president of the Matson Navigation Company and Cecil J. Williams, president of the Hillside Transit Company, Milwaukee, Wis.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA WASHINGTON, D. C.

STATEMENT OF REVENUE AND EXPENDITURES FOR THE YEAR ENDED DECEMBER 31, 1953

Revenue:	1010		BALANCE SHEET	
Fees			AS AT DECEMBER 31, 1953	
Per Capita	e 5 755 999 10			
Initiation	626,425.85		ASSETS	
Organization	300.00		Current Assets:	
Defunct Local Union Funds	368.53		Cash:	
Total	6,382,326.48		On Deposit \$ 1,024,098.30	\$ 1,024,598.30
Less: Refunds	3,160.15	\$ 6,379,166.33	Office Fund	- 9 1,024,000.00
Out D			Accounts Receivable:	
Other Revenue Sale of Supplies	173,899.21		Campaign Advances	67,900.00
Refunds, Claims and Overpayments	34,261.54	208,160.75	Inventories—Cost	
			Supplies and Equipment	111,792.65
Gross Revenue		\$ 6,587,327.08	Investments-Maturity Value	
Deduct:			Securities	
Expenses:			Notes Receivable—Secured 1,100,000.00	
Operating Expense:			(Por Community Start Cont	•
Per Capita Assessments	\$ 453,208.22		(By Corporate Stock—Cost \$1,100,720.12)	
Donations to Subordinate Organiza-	,		Accrued Interest Receivable	7,866.58
tions	725,266.25			
Organizing Campaign Expenses Supplies Purchased for Resale	257,887.38 135,974.43		Deposits:	
Magazine-International Teamster.	588,436.82		District of Columbia Government 11,000.00	01 000 00
Legal Fees	81,027.85		Ransdell Inc 80,000.00	91,000.00
Annual Convention—1953 Donation to Allied Organizations	10,197.80		Total Current Assets	30,111,678.14
Retirement and Family Protection Plan	$25.00 \\ 358,120.46$			
Officers, Organizers and Auditors:	000,120.40		Deferred Charges to Future Operations:	
Salaries	487,000.08		Prepaid Insurance 4,369.87 Prepaid Taxes 3,213.21	
Expenses Clerical Salaries	291,253.23 66,493.21		Prepaid Taxes 3,213.21 Prepaid Postage 934.15	
Printing	68,493.22		Prepaid Interest and Discount 3,634.63	
rostage	8,447.67			
Telephone and Telegraph	30,997.20		Fixed Assets—Cost	
Rent Express	$42,015.61 \\ 4,756.15$		Real Estate	
Advertising	5,000.00		Land and Buildings 1,406,855.20	
Office Supplies and Expenses	13,589.53		Furniture and Fixtures	
Auditing	1,615.50		Automobiles	1,514,686.59
Bonds and Insurance	18,639.13		TOTAL ASSETS	\$31,638,516.59
tions	16,296.57			Ψ01,000,010.00
Library	4,656.38			
Donations to Public Causes Loss on Foreign Exchange	4,672.70 $1,047.31$		LIABILITIES AND SURPLUS	
San Francisco Office	12,282.05		Current Liabilities:	
Chicago Office	2,046.23		Accounts Payable:	
Memphis Office	2,178.56		Trade Creditors	\$ 4,000.00
Public Relations Taxes	43,934.42 6,426.42		Accruals:	, -,
Social Security Taxes	10,231.69		Salaries and Expense	57,950.94
Departmental and Divisional Expense	116,601.10			
Moving Expense Installation of Intercom System	17,286.49 11,570.79		Total Current Liabilities	61,950.94
Conference Expense	8,782.69		Deferred Income:	
Administrative and General Expense.	5,449.30		Discount on Mortgages \$ 88,186.48	
Real Estate Taxes	434.80	3,912,342.24	Discount on Bonds 456.25	
Net Revenue from Operations		\$ 2,674,984.84	C'	
Add:		-, -, -, 00 1104	Surplus:	
Financial Income:			Balance October 1, 1953 \$29,371,844.17	
Interest on Investments	C20 001 01		Add: Expenditures Previously Charged Off:	
Profit on Redemption of Securities	632,901.21 $10,120.35$	643,021.56	Inventory of Supplies and	
		040,021.00	Equipment \$111,792.65	
Gross Income		3,318,006.40	Furniture and Fixtures 107,293.84	
Deduct:			Real Estate 963,758.00 Deposit on Building 11,000.00	
Investment Fees Loss from Sale of Securities	8,028.85 150.00	0.150.0*	Automobiles 7.718.47	
		8,178.85	Prepaid Taxes 3,213.21 1,204,776.17	
Net Income before Capital Expense		3,309,827.55	Total	
Deduct:			Total\$30,576,620.34	
Capital Expense:			Add:	
New Building Cost to Date	864,720,16		Net Income for the Quarter ended	91 405 000 00
Furniture and Equipment	73,715.59	938,435.75	December 31, 1953 911,302.58	31,487,922.92
			TOTAL LIABILITIES AND SURPLUS	\$31,638,516.59
		\$ 2,371,391.80		

Union Label Show

(Continued from page 15)

of diversified displays by unions and by fair dealing employers whose products are made or whose services are performed by trade union members. Among the exhibitors whose displays have always attracted wide attention in past years are those of the Bakers & Confectionery Workers with their demonstrations of fine cake and pastry making; the Butcher Workmen with demonstrations in meat cutting, sheep shearing, etc.; the Potters with master potters operating the potter's wheel and many others. These and others including unions and manufacturers will have

displays and varied demonstrations.

One of the points of emphasis this year will be that of Western industry and its development. The growth of unions in the West in the last 20 years has been marked. Exhibits are said to indicate the trend toward industrial development and growth in the rapidly expanding West Coast states.

WHAT'S NEW?

Roller Bearing of Improved Design

Neither undercuts nor integral flanges are included in the newly-designed inner race of the improved roller bearing which claims uniform load distribution at all times. The capacity of the bearing is increased by longer rollers which also give more effective contact between rollers and rings, says the manufacturer.

Light-Weight Power Steering Feature

Racks and pinions are eliminated through the direct action principles of a new integral power steering unit whose total weight, including all necessary insallation parts, is approximately 36½ pounds. The unit which has a maximum requirement of ¾ hp. offers a feature by which the preload can be adjusted to any value. Road shock is absorbed directly by the fluid motor.

Mechanical Ladder In Three Sizes

Almost any type of body and chassis is said to be suitable for mounting a new mechanical ladder available in three sizes, 23, 27 and 31 feet from ground to platform. One man operating hand cranks on the ladder pedestal mast can adjust the ladder to full extension, elevation to 72 degrees and can effect a 360-degree endless rotation, while manually operated lock pins hold the ladder securely in any of the 11 possible positions.

Tester Simplifies Tune-up Procedure

The 40 or more tests used in the convential motor tune-up procedure can now be reduced to 7 with a new electronic tester unit that operates from 110 volts, 50 or 60 cycles and requires no batteries. This simplified operation checks battery voltage, engine rpm, high tension resistance, engine vacuum, ignition timing, ignition output and generator-regulator voltage. Featured on the unit's face are direct-reading indicating meters, including voltmeter, ignition output meter, electronic tachometer and distributor advance meter, each color coded to correspond

with the selector switch dial. Tests for every phase of an engine's operation, made with the engine running, can be completed within 10 minutes, it is claimed.

NEW? Truck Muffler With More Gas Capacity

Efficiency need not be sacrificed to meet all enforcement demands for silencing by employing a new truck muffler hat boasts greater exhaust gas capacity and a new "S-flow" design. Construction of this decibel-meter and jury-tested muffler utilizes 16-gage steel for both the outer shell and the inner tubes and inpeles, 12-gage steel for the outer and inner heads. Both bendable steel and short tail pipes are available with this muffler.

Diesel Injector Set Introduced

Tap, tap holder, tap driving rod, installer body, pilot, and flaring die, first and second operation reamers, and tubetip refinisher are included in a new diesel injector tube service set, designed for reconditioning GM Diesel Models 2, 3, 4, and 6-71.

Driver Benefitted By Safety Steps

Climbing in and out of truck bodies is responsible for almost 40 per cent of all injuries for which truck drivers file compensation claims and dropping costly cargo in the process of loading and unloading is an expensive proposition.

To reduce these hazards, a new device has been developed by a California firm to permit the driver to walk up and down stairs from the body instead of climbing or jumping, eliminating torn clothing, fatigue, strained backs, sprained ankles and other injuries.

For better traction when carrying pack-



ages, the step extends back from the truck body. However, it cannot be broken off or damaged if the truck is backed into a loading dock or wall because it is self-retracting and will fold back automatically upon contact.

To unlock the all-welded stair for use, it is necessary only to trip the tempered spring steel snap latch, pull out the stair, and it drops in place. It can be attached to the truck bed or cross frames by four bolts, or it may be welded in place if desired. Non-skid treads keep feet from slipping, and its extended angle permits its use when hands are busy with packages.

Easy Disassembly Of Gasoline Heater

A gasoline heater model from a Cleveland firm, which operates independently of the vehicle's engine, has been redesigned to reduce the time required to disassemble until now the basic components are accessible for removal in three steps. A capacity of 15,000 btu per hour and 110 cfm air delivery are featured in the thermostatically-controlled heater.

Alkaline Solvent For Body Cleaning

A nationally-known firm in New York City has a new material on the market for vehicle body washing, reported also to be an excellent neutralizer where acidalkali cleaning solutions are employed. The cleaner itself is mildly alkaline, dissolves in either hot or cold water and rinses freely. Recommended for use at between 2 to 6 ounces per gallon of water and said to possess exceptional "wetting out" ability, the cleaner may be heated to 145 degrees.

Rugged Qualities Of New Bumper

You can fully protect the rear end of any one-half or three-fourth ton popular make pick-up truck with the newly-introduced bumper of extra rugged construction. In only about 30 minutes, with no welding or hole-drilling required, the 90-pound bumper can be easily attached to the frame channel and top part of the pick-up bed.

Dimmer Switches For Bad Weather

Specifically designed with extremes of foul weather in mind, comes a new series of dimmer switches. Housed in a one-piece diecast case which markedly cuts the risk of rust or corrosion, it features an oscillating movement with a positive snap action. The switch is hermetically sealed to prevent the entrance of moisture and dirt by a molded Bakelite face plate spun on a velumoid gasket.

LAUGH LOAD

Acid Test

Customer: I was told to buy either a casserole or a camisole, and I can't remember which.

Clerk: Ah! Is the chicken dead or alive.



No Moo of This, Please!

Vacationer: "Can you tell me how long cows should be milked?"

Farmer: "Why the same as short ones, of course."



Soda Doc Is Out!

"Are you a doctor?" asked the lady stepping into drug store.

'Naw, I'm just the fizzician," replied the youth behind the counter.



Heady Gift

"The first thing Maud did with her legacy was to buy a dozen new hats.' "Ah! I was afraid the money would go to her head.'



Quick Sale

A Paris shopkeeper wrote to one of his customers: "I can offer you cloth like the enclosed sample at 9 francs the meter. In case I don't hear from you, I shall conclude that you wish to pay only 8 francs. In order to lose no time, I accept the last-mentioned price."



No Hurry

"What has 24 feet, green eyes and a pink body with purple stripes?"

"I don't know. What?"

"I don't know either, but you had better pick it off your neck."



Mystery

Mrs.: "I can't think, for the life of me, John, where that boy of ours gets his

temper. They can't say it was from me."
Mr.: "They certainly can't, my dear,
you've still got yours!"



Oh! Come Now

Albert—"The navy must have relaxed its rules on size.'

Filbert—"How so?"

Albert-"It tells here about a sailor who went to sleep on his watch."



Be Firm

"It is true," said the famed specialist,

"that exercise kills germs. However, up to the present time, we have been unable to discover how to make them exercise."

Now, Just a Minute

He-I suppose you dance.

She-Oh, yes! I love to!

He-Great. That's better than danc-



Ham and-

"How would you like your egg served,

"Is there any difference in price?"

"None whatever, sir."

"Then serve it on a thick slice of ham."



Wrong End

Dentist-"What's the matter? I haven't touched your teeth?'

Patient-"No, but you're standing on my corn."



Expensive

"I suppose you and your wife go out a good deal!'

"No; we are paying such high rent that we stay in all the time in order to get the full value of our money."



Officer: Do you have a license?

Driver: Certainly, officer. Right here in my pocketbook.

Officer: That's all right. As long as you have it, I don't need to see it. But if you didn't have one I'd have to take a look at it.

—Cartoon submitted by Eddie Feldman, member of Local 726, Chicago, who is a patient at the Veterans Hines Hospital, Hines, Ill.

New Jersey Mail Problem

(Continued from page 24)

Office and cut down mail delivery time by an average of 24 hours and upwards.

On the broader side, mails coming from the South and West over the Pennsylvania, which must now go into New York, could be trapped at this terminal for Jersey points, thus saving time and money and avoiding the lost time and high cost of being caught in the postal maze in the city of New York.

Mails from the New England area could be trapped at Springfield or New Haven and routed around New York, directly to the central railtruck terminal in Jersey. This, too, would save money and cut delays.

MAILS SLOWED

But, instead, the mails for the rich Jersey industrial area are slowed!

They cost more!

The Postal Transportation Service has not given up. William Lemmerman, General Superintendent of the P. T. S. Second Division, headquartered in New York, is still seeking a solution. In Washington, Postmaster General Summerfield and John Allen, Assistant Postmaster General in charge of the Bureau of Transportation, know the situation.

But knowing the problem and solving it are not the same.

To truck all the mails emanating from this area is not feasible nor economic.

To keep it on the rails is overburdening already overburdened facilities. And it is running the cost of mail transportation sky-high.

There is a possible solution, but it would constitute strong medicine:

This would be construction of a truck terminal on a railroad rightof-way and invoking the provision of the law which provides that the rails must transport U. S. mails turned over to them.

The law provides fines for poor

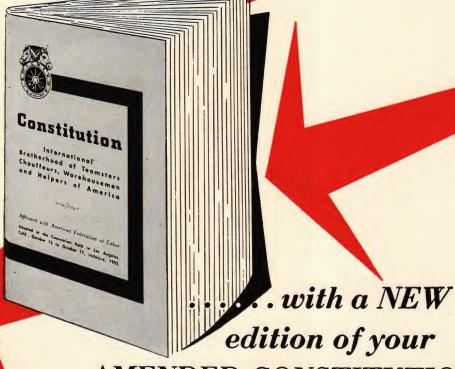
The railroads, through such a means, could be forced to be pro-

It would work-but it would be strong and bitter medicine.



Those Constitutional Questions





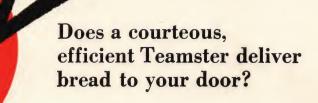
AMENDED CONSTITUTION

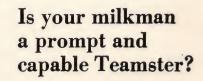
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